

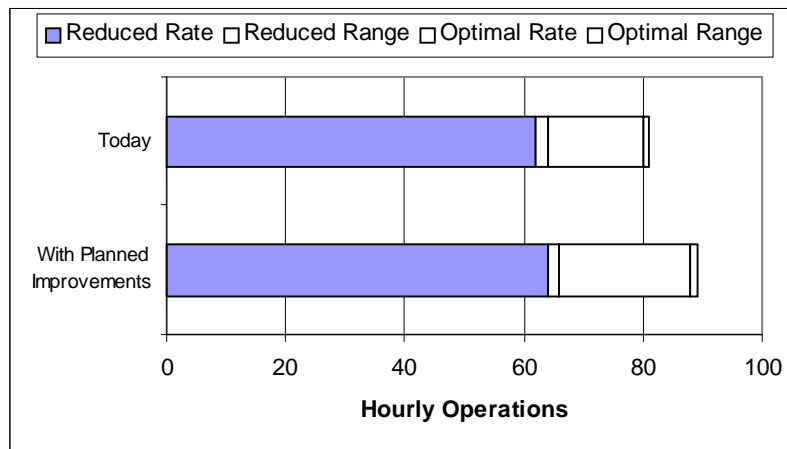
New York LaGuardia Airport Benchmarks

- The current capacity benchmark at New York LaGuardia is 80-81 flights per hour in good weather.
- Current capacity falls to 62-64 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds or heavy precipitation.
- LaGuardia operates close to its good-weather capacity for nearly 8 hours of the day, but these traffic rates cannot be sustained in adverse weather.
- In 2000, LaGuardia had the highest rate of delays in the country. Over 15% of all flights at LaGuardia experienced significant levels of delay (more than 15 minutes). Average delays vary from 47-52 minutes in both good and adverse weather.
- In good weather, LaGuardia's scheduled traffic is at or exceeds capacity most of the day.
- In adverse weather, scheduled traffic exceeds capacity 12 hours of the day.
- Technology and procedural improvements are expected to improve LaGuardia's capacity benchmark by 10% (88-89 flights per hour) over the next 10 years, while the adverse weather capacity benchmark will increase by 3% (64-66 flights per hour).
- These capacity increases could be brought about as a result of:
 - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes, which allow a more consistent flow of aircraft to the runway.
- Demand at LaGuardia is expected to grow by 17% over the next decade. The imbalance between capacity and demand growth is expected to significantly increase delays.
- This data does not reflect the effects of the slot lottery that took effect recently, on February 1, 2001.

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	80-81	62-64
New Runway	N/A	N/A
With planned improvements	88-89	64-66



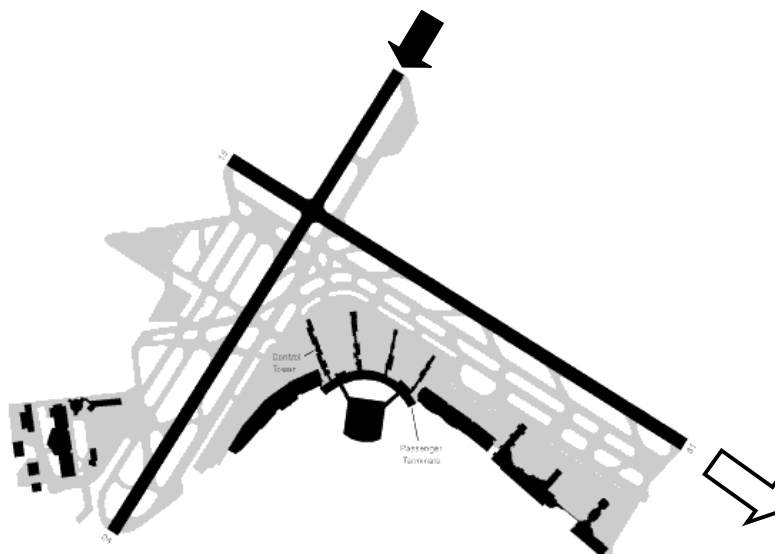
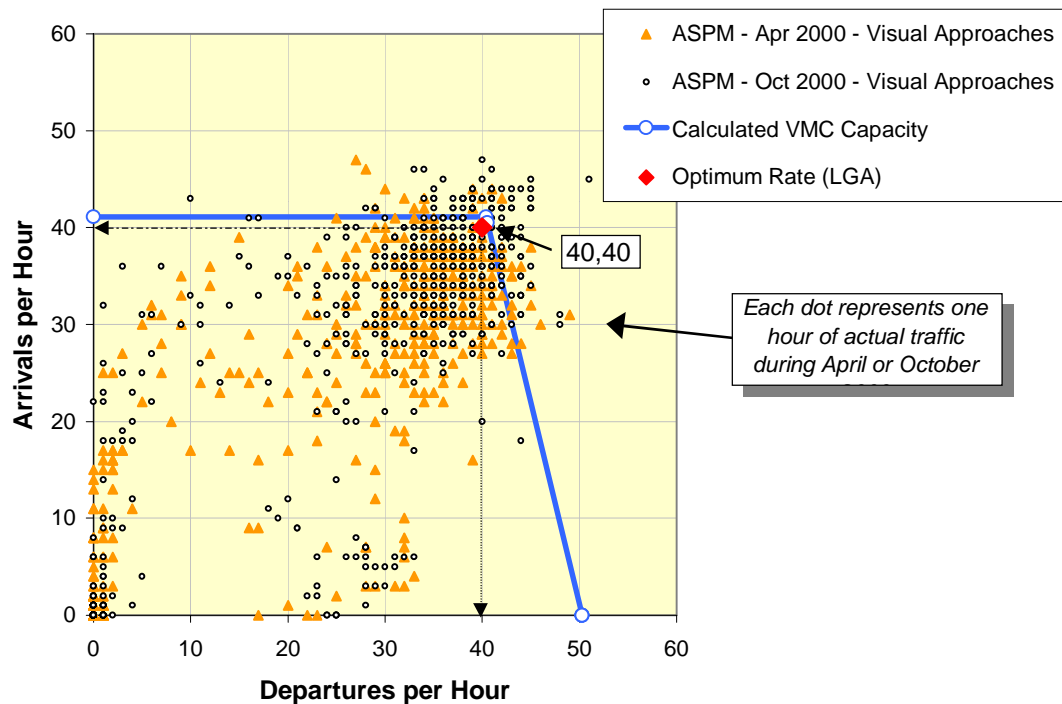
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
 - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
 - Taxiway and gate congestion, runway crossings, slot controls, construction activity
 - Terminal airspace, especially limited departure headings
 - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

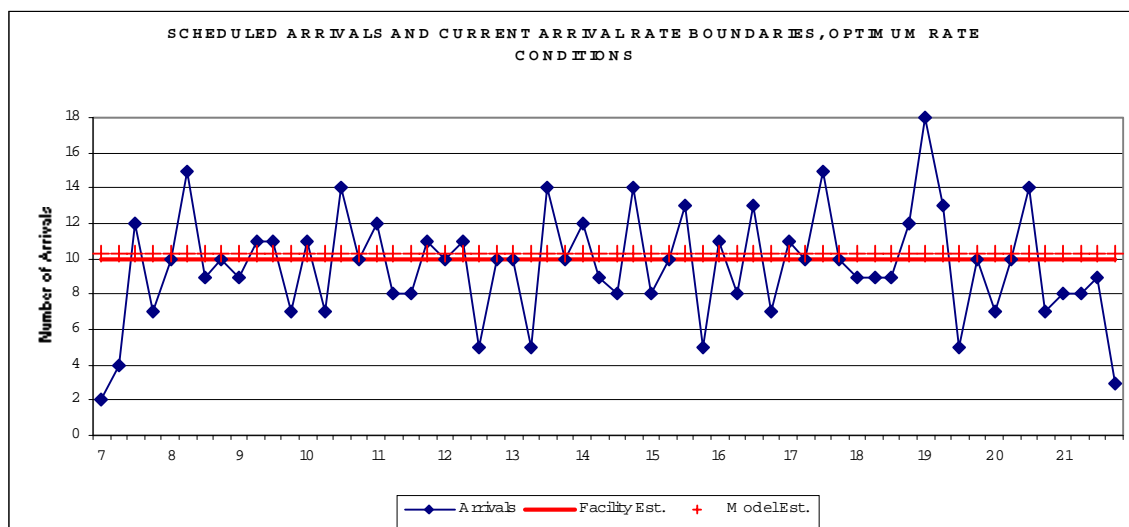
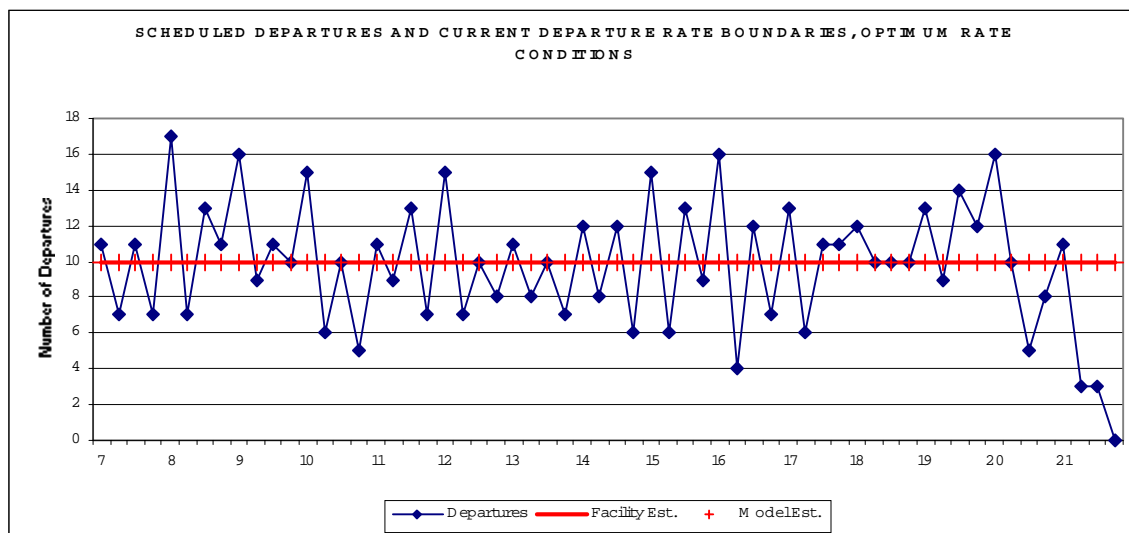
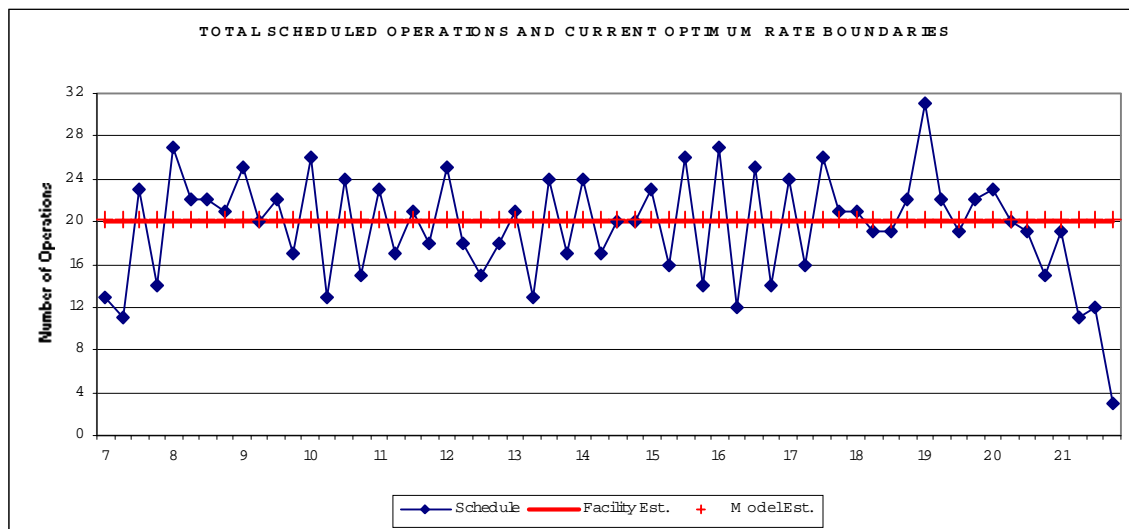
The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

- Visual approaches, visual separation – Runway 22/13
 - Optimum rate of (40, 40) was reported by the facility
- ASPM data is actual hourly traffic counts for April and October 2000 for Visual Approach conditions. This data includes other runway configurations and off-peak periods.
- Solid line represents the calculated airport capacity during a busy hour, and the tradeoff between arrivals and departure rates
- Operations at LGA can exceed the calculated capacity in certain hours when conditions are more favorable than average

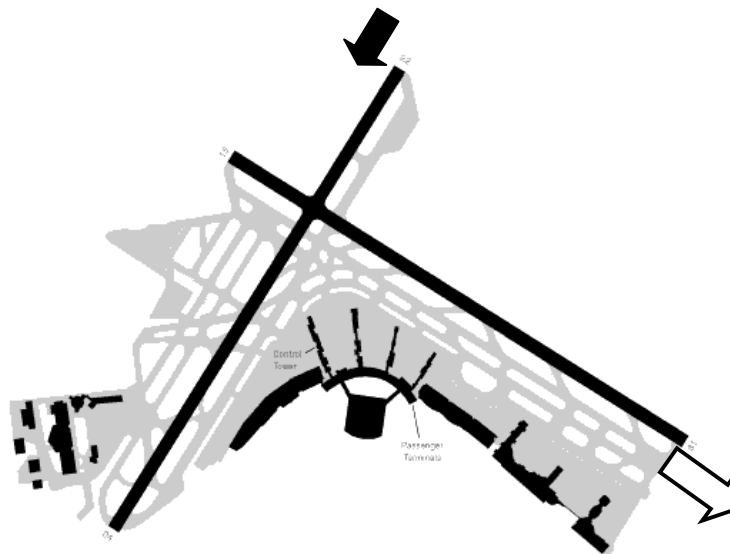
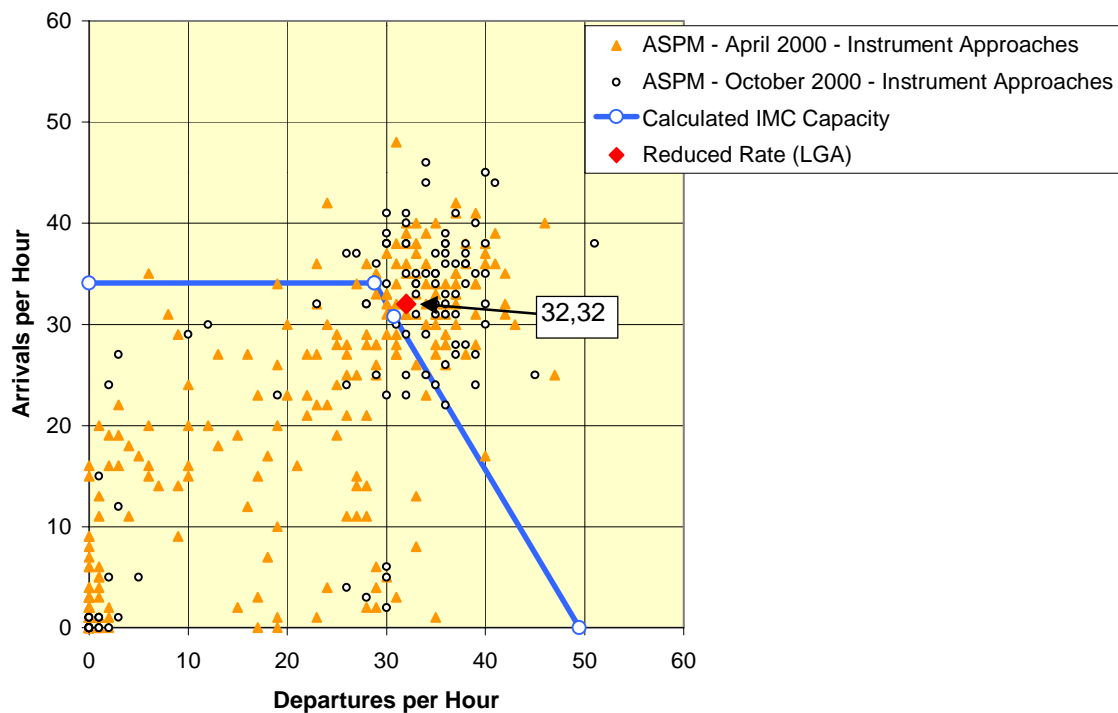


Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima) – Runway 22/13
- Reduced Rate of (32, 32) was reported by the facility
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed traffic and expected rates in terms of operations per hour



Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

